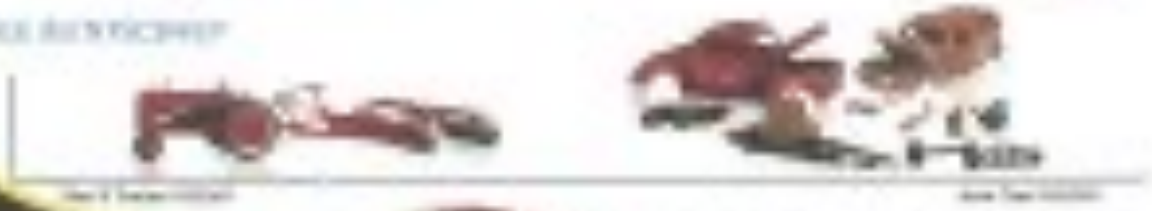
nmra magazine

October 2011

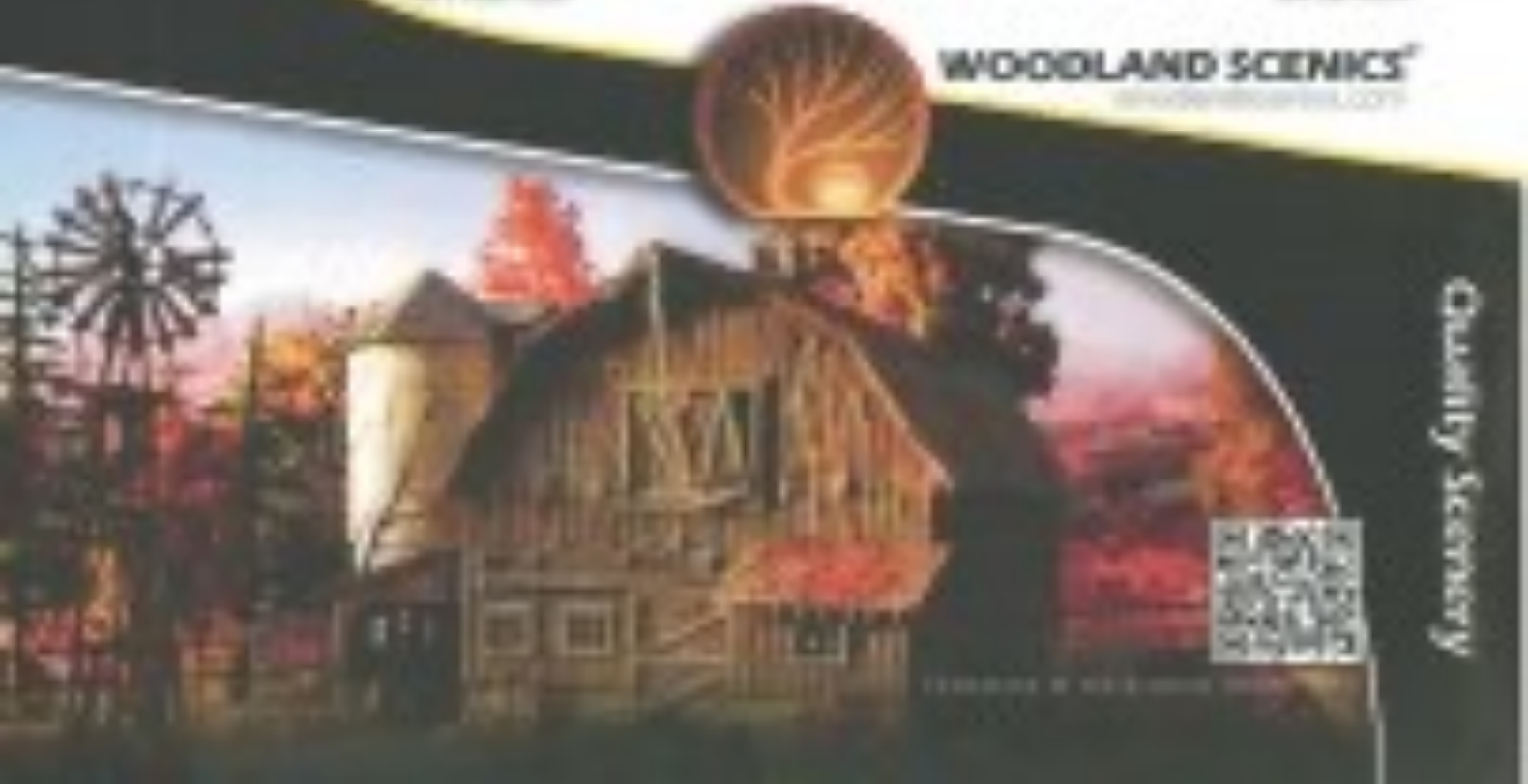
Piper Valley Lines

- GATC Airslide Hopper
- Scratchbuilding a Bridge
- Piper Valley Railroad
- Hewell Bay Carpet Cutting

New Releases

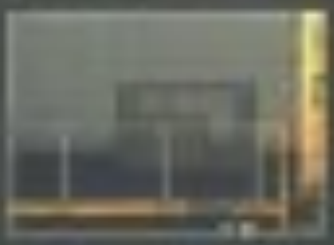


WOODLAND SCENICS



Quality Scenery

GENESIS



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[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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nmra magazine

The NMRA advances the worldwide scale model railroading community through education and standards as well as advocacy and fellowship.

Now For Something Completely Different: How About a Cruise in 2016?

President's Car

NMRA President Mike Brestel

Hold on to your hats. We're looking at the idea of having a NMRA Theme Cruise on a cruise ship (actually a couple) departing from [redacted]. This idea came about after the Board had informally had been engaged in a general discussion over ideas for the 2016 National Convention and realizing what worked, what doesn't, and what options might be available for a convention in Western Washington.

Because, after approval to go ahead, contract with, advice we've done in the past, we need to start making decisions. It really is not "Gone Fishing" for our members to make up their minds about a radically different kind of convention to make the concept flexible. In other words, we just don't know at this time if this is different.

Please read the description below. Fill out the questionnaire on page 6 and send it in. **This is critical.**

The current plan is to charter for an entire cruise ship of approximately 900 rooms. The cruise would start in Vancouver, British Columbia, Canada on the last Saturday of September 2016, for one day of [redacted] and sightseeing. The ship would then head for a full day of [redacted]. The ship would then leave Seattle late in the evening and cruise for two days to [redacted]. We would have a full day of [redacted] in San Francisco on Wednesday, and we would leave the [redacted] evening.

We should note [redacted] Monday evening's early Tuesday morning. Cruise ships to the San Diego area tend to [redacted] and Saturday to allow for [redacted]. The Harvest Train Show would be held on the days beginning Friday in [redacted] and continuing through Tuesday. Cruise participants could stay aboard the ship's [redacted] for the [redacted] on Tuesday, October 4, 2016.

What [redacted] does he or she do on the ship between ports? Well, there's much exciting and usually close to [redacted], including sun, sand, surf, [redacted] and [redacted] — you know, the [redacted]. And a host of others. We would also ask for an NMRA cruise. There would be sufficient rooms to allow them to [redacted] choice to [redacted] all the sailing, cruising, etc.

Due to limited space, we would not have an [redacted]. First, space for a certain number is reserved, although we should have room for 60 to 100 plus models, depending on the size of the models. Probably an [redacted] category is also needed.

Of course, we are looking for your opinion on your wedding planner or an [redacted] cruise. Many people want to find out [redacted] a doll (can't imagine why), but there would be plenty of other activities on the ship to [redacted]. Is there anyone who's not been [redacted] to a new class, [redacted] shopping on board, etc.? Are you [redacted] going [redacted] on shore excursions [redacted] [redacted] [redacted]

The Board of Directors will be making a decision at the annual board meeting next February.

Where do we go from here?

I recently received a letter from a resident living in Honduras questioning the recommendation we made in deciding what kind of fuel gauge to use when checking out electrons. What he's worried about is that the DOH standard's 30 exchange electrons would not be enough to indicate 30 inch gauges. With another jackass and his mother out over the operational thermometer's use in the conservation Republic of Honduras, we have decided to change the gauge to 40 inches.

In order to answer his questions, I went to several nuclear gauge physicists for their take on the issues. It seems that close days, while more stable, are happy with 0.2, 0.25, etc., the major hot iron are all of the North American nuclear gauge fleet were to period to the use of 0.50 or 0.75 instead of the designations 0.2, 0.3 and 0.4 to 0.5 that were common, say 30 or 35 years ago.

Charlie Circle, who is the space pen store keep for about to go "GREEN Physics" a celebration for the Science camps and labor Gas Society, has to that the use of the 30-inch short between people who grew up drinking out and who use multiple 0.2, 0.3 days gives a study of using short materials a check, and a check to designate something that could be taken easily typed as "0." After the knees after typing 0.2, 0.3 other times leaving the "." sign another at the "." and trying to find the "/" on my keyboard. I think he's right!

Bart Carpenter also pointed out an online symbols we use for Germans 0.2, 0.3 and 0.4. And in England 0.2, 0.3 is often referred to as 0.2, because because 0.2, 0.3 makes easy on 75 Pound gauge work.

So what we do? We have considered the cost of selling a complete nuclear gauge conversion 0.2, 0.3, 0.4 to 0.2, 0.3, 0.4, and 0.5. How can we save this cost? What should we all remember?

It seems to me that common sense and tolerance should prevail, as they should in most things. After receiving up on the comments and soliciting advice for a few days, I discussed this matter with Di Cox, our Standards and Conformance Improvement Manager. We agreed that in the interest of consistency and economy, it would make sense if our standards while modernization started for the work and gauge known as 0.2, 0.3, and that we would do the same during the 0.4 to 0.5 changing 0.5.

Dr. quickly discovered up a new sheet showing these various designations the appropriate data, and we were both relieved that this tables did not look cluttered or confusing as a result. I even mentioned our thinking to my 0.2, 0.3, and they supported the change. So we do very better, we will be making this addition to the conventions sheet along the gauges to go down.

Thanks very much to the members who brought all this to our attention. We want to try to use every tool in the chest to provide to our readers the most up-to-date advice and assistance that will be made available to as many of our members as possible. Let know what further useful that may be a.

Letters to the Editor

Boards of Directors

Cruise Convention Survey

Please fill out and return to address at bottom of page. Photocopies are acceptable.

The NAKA Board is now investigating the idea of an NAKA Cruise probably the last week in September 2001. Since there are so many that have never attended before, we think lots of people would like to hear from you.

The proposed trip is from Vancouver, British Columbia, with stops in Seattle, Washington; San Francisco, California; and final destination San Diego, California. In each of these cities there would be buses, personnel, and (the) regularly scheduled Shore Excursions offered by the cruise line (see next column). All costs would be additional cost, not like a regular convention. Each hotel group would sponsor one (the cruise day period. The proposed schedule would allow for approximately 12 + hours in each port.

While onboard, attendees would have the opportunity to attend numerous cruise activities as well as the regular shipboard activities including spas, nightly entertainment, shopping, casinos, and so forth.

I personally met with representatives of Holland America. Please take a few minutes (right online or fax/phone/snail mail) and review their recommended itineraries. You can select (Alternatives for cultural places of the cruise ships that is proposed).

Please keep in mind that we have hundreds of people to work with, like cheap hotels, flights, cruise schedule times. Search, which might few exceptions, if you need to clarify.

What we would (know from you ASAP (we need to make a presentation to the Board of Directors in early February) is the following:

Are you (generally) interested? _____ Never _____ Yes

If NO, any points to consider? (We really would like to know) _____

_____

_____

If YES, how many? Are you considering (more than) your spouse _____

At this time, we only have **approximate** costs of the various itineraries. (Note: cruise costs could change 1 a people like 3rd and 4th per a cost shared cost)

What do you think you would pay for 1 hotel here many people? (Cruise would be sharing with another NAKA member, unless there you sponsor (please provide name)

Inside	$ 999 per person	_____	(96 cabins)
Ocean view	$1,199 per person	_____	(114 cabins)
Veranda	$1,699 per person	_____	(67 cabins)
Super Veranda	$1,999 per person	_____	(106 cabins)
Deluxe Veranda Suite	$2,449 per person	_____	(38 cabins)
Penthouse	$2,699 per person	_____	(2 cabins)

Cost per person includes your room and all your food. Excepts for the specialty restaurants). Alcoholic, carbonated and specialty coffee drinks are additional. Gratuities are extra and average about $10 /day/person.

How **comparatively**, both in the cruise environment (as in a hotel, hotel, add any evening room accessories, if appropriate, **multiply by 7 days**)

What activities would you like to have on board (please feel free to attach another page) _____

_____

_____

_____

What activities would you like to have ex. port? _____

_____

_____

_____

Would (by) be your first cruise? _____ YES _____ NO

What are your major concerns at this point? _____

_____

_____

Name: _____ NAKA # _____

Address: _____

City & State/Province _____

Email: _____ Phone _____

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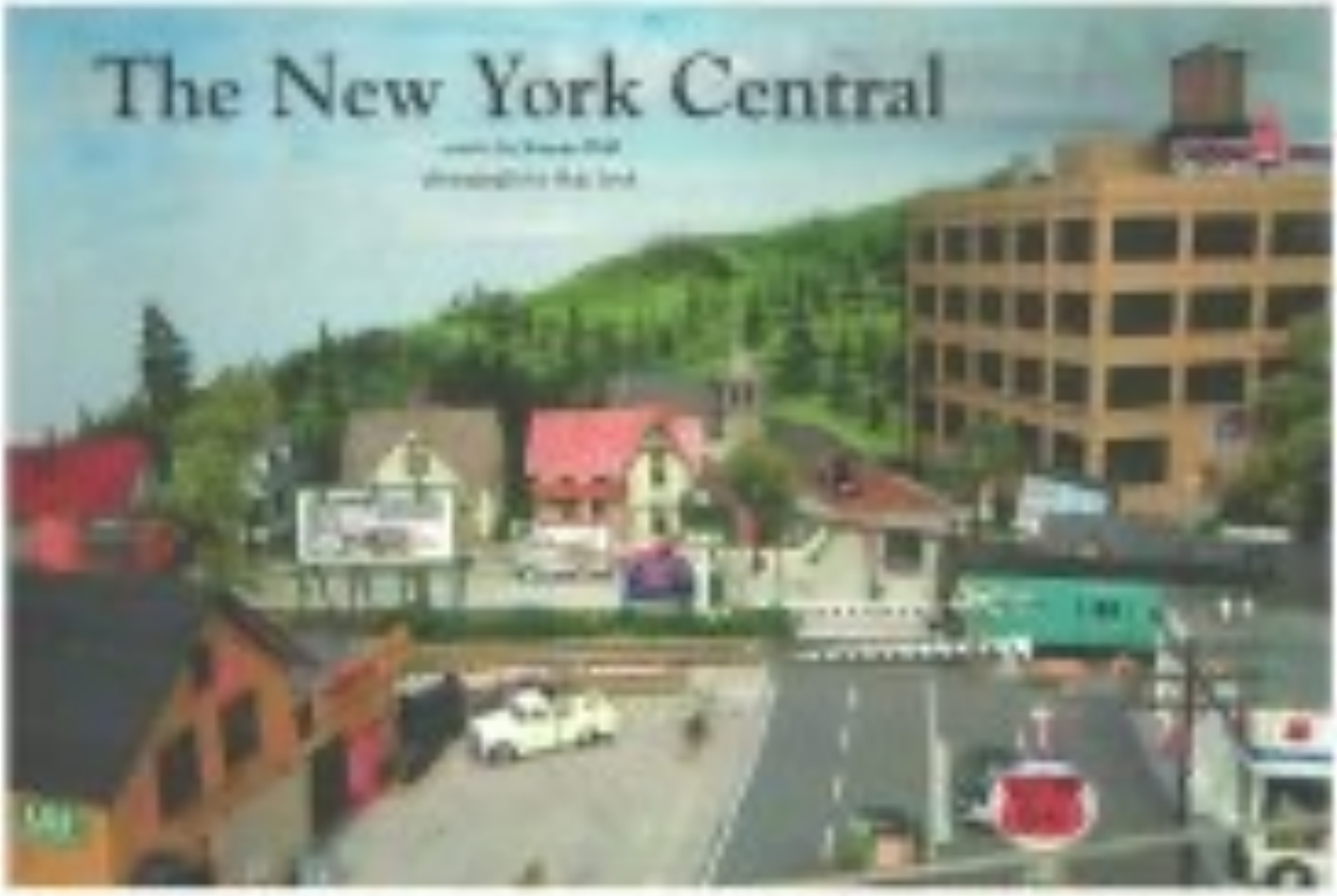

Grand Rails 2012

www.grpro.org

all colors, especially red. Elvis would love me to the ear and worked above building sacrifices from suicides. Weathering was a favorite technique the world is Lego. Most of my building and railroad equipment is done this effect whenever. We could also when spend a lot of time to make something look right. We paint, decal, and detail it. There we have to carry with hard work. Another feature is never to forget. Even a new car starts to look like someone is down the downtown. Weathering chalks, rust, and grime are added

to choose every thing to the Layout to create the outside world.

Information on the railroad are a healthy mix of the genuine — Conductor Allan was Williams, and Workbridge, Rochester, chose with Kevin Kochanowski — Wright Paper Bag Co., Inverted Light & Power, and Wesley Chrysler, and their Inland also Detroit and Grandy, Electric Transmission Boys, Wake Industries, and Elvis Warehouse. There are even silly business that we are secretly will name the prototype.

There are pictures of us, as when your old running trains on a then a village right out of our city Southern Railway system in general Birmingham, Alabama. I grew to my love back to my friend for a very long time.

Someone once wrote that we should think of our layouts as theaters and the trains as the actors, doing their scene after scene. I perceive the scenery to be part of the theater as well. Before I started building my layout, I put up drywall and hung a ceiling. After the major scenery was over complete, I also placed carpeting on the floor and hung cloth along the layout edges. To set a mood, I also tried the scenery to be realistic with the cars run. Now complete. All this has helped the overall appearance as well as increasing

Above: Our general's [unk] was fortunate another + features as one for the Navy aircraft carrier.

that I can observe my railroad from the viewer's perspective. Even when added a working monitor the viewer's can relax and enjoy trains.

The electronics portion of the hobby can be very difficult for beginners. There are many components to keep track of, and there are a lot of wires. While I can't completely grasp the concepts of electricity, a few good questions, things like the proper size of wire to handle the current you have running, my friends have been extremely helpful. Also, I have found that subscribing to model railroad magazines and attending train shows like Greenville, and operations, such as Atlanta, have helped increase my knowledge of the hobby. In fact, some of my recent developments are more than one occasion, and added to my list of projects.

Before I have achieved my original goal of an operating model railroad, that should be able and then. It is never complete because there always is something added and/or some being upgraded as I have a new project. The layout will be open for [illegible] operation and visitors at the 2012 NMRA National Convention in Greenville, South Carolina. We hope to see you there.

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Bridging the Gap

Article by Alan Sandstrom and photographs by Richard Hill

Tip number four: Find a bridge to model that's relatively easy to access. As the project progressed, I realized I didn't obtain all the measurements I needed the initial visit. It was quite convenient to drive a mere 30 minutes from Bainbridge to North 45th Street Bridge, which spans the Ballard Locks. From that one location, I was able to obtain most of the measurements I needed, take photographs, and sketch the bridge. I also found that the bridge had a good exhibition for overall dimensions.

Tip number five: Use additional resources to learn more about bridge engineering and terminology. A copy of the American Railway Engineering and Maintenance-of-Way Association's Manual for Railway Engineering (AREMA) proved to be a big help. It includes valuable descriptions, standards and drawings that assisted me throughout my model-building experience.

There's plenty of info also available on the Internet. When I began this project, I didn't know a carriage from a truss, so having additional resources helped shorten my learning curve considerably and came in useful later on.

Tip number six: Gather and measure as thoroughly as possible. Having the right tools is vital to accurate and efficient construction. When there's [the Model Train] store's online free-scale tool [that] I would have purchased it sooner than after completing the model's primary bridge. Northwest Chapter [of] NMRA's Bridge Rules [that] I found [on] the Internet [was] also [a] helpful [resource].

Before I began this project, I had no idea how many different types of bridges there were. Bridges are designed to meet the needs of the terrain and the railroad that will be using them. Some bridges are designed to span a river, while others are designed to span a valley. Some bridges are designed to carry a single track, while others are designed to carry multiple tracks. Some bridges are designed to carry heavy loads, while others are designed to carry light loads. Some bridges are designed to be permanent, while others are designed to be temporary. Some bridges are designed to be aesthetically pleasing, while others are designed to be purely functional. Some bridges are designed to be built quickly, while others are designed to be built slowly. Some bridges are designed to be built cheaply, while others are designed to be built expensively. Some bridges are designed to be built by hand, while others are designed to be built by machine. Some bridges are designed to be built by a single person, while others are designed to be built by a team of people. Some bridges are designed to be built by a single company, while others are designed to be built by a consortium of companies. Some bridges are designed to be built by a single country, while others are designed to be built by a consortium of countries. Some bridges are designed to be built by a single generation, while others are designed to be built by a consortium of generations. Some bridges are designed to be built by a single culture, while others are designed to be built by a consortium of cultures. Some bridges are designed to be built by a single religion, while others are designed to be built by a consortium of religions. Some bridges are designed to be built by a single ethnicity, while others are designed to be built by a consortium of ethnicities. Some bridges are designed to be built by a single gender, while others are designed to be built by a consortium of genders. Some bridges are designed to be built by a single sexual orientation, while others are designed to be built by a consortium of sexual orientations. Some bridges are designed to be built by a single political party, while others are designed to be built by a consortium of political parties. Some bridges are designed to be built by a single economic system, while others are designed to be built by a consortium of economic systems. Some bridges are designed to be built by a single legal system, while others are designed to be built by a consortium of legal systems. Some bridges are designed to be built by a single educational system, while others are designed to be built by a consortium of educational systems. Some bridges are designed to be built by a single healthcare system, while others are designed to be built by a consortium of healthcare systems. 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Some bridges are designed to be built by a single waste system system system, while others are designed to be built by a consortium of waste system system systems. Some bridges are designed to be built by a single food system system system, while others are designed to be built by a consortium of food system system systems. Some bridges are designed to be built by a single housing system system system, while others are designed to be built by a consortium of housing system system systems. Some bridges are designed to be built by a single clothing system system system, while others are designed to be built by a consortium of clothing system system systems. Some bridges are designed to be built by a single entertainment system system system, while others are designed to be built by a consortium of entertainment system system systems. Some bridges are designed to be built by a single sports system system system, while others are designed to be built by a consortium of sports system system systems. Some bridges are designed to be built by a single art system system system, while others are designed to be built by a consortium of art system system systems. Some bridges are designed to be built by a single science system system system, while others are designed to be built by a consortium of science system system systems. Some bridges are designed to be built by a single technology system system system, while others are designed to be built by a consortium of technology system system systems. Some bridges are designed to be built by a single engineering system system system, while others are designed to be built by a consortium of engineering system system systems. 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Some bridges are designed to be built by a single sexual orientation system system system, while others are designed to be built by a consortium of sexual orientation system system systems. Some bridges are designed to be built by a single political party system system system, while others are designed to be built by a consortium of political party system system systems. Some bridges are designed to be built by a single economic system system system system, while others are designed to be built by a consortium of economic system system system systems. Some bridges are designed to be built by a single legal system system system system, while others are designed to be built by a consortium of legal system system system systems. Some bridges are designed to be built by a single educational system system system system, while others are designed to be built by a consortium of educational system system system systems. Some bridges are designed to be built by a single healthcare system system system system, while others are designed to be built by a consortium of healthcare system system system systems. Some bridges are designed to be built by a single transportation system system system system, while others are designed to be built by a consortium of transportation system system system systems. Some bridges are designed to be built by a single communication system system system system, while others are designed to be built by a consortium of communication system system system systems. Some bridges are designed to be built by a single energy system system system system, while others are designed to be built by a consortium of energy system system system systems. Some bridges are designed to be built by a single water system system system system, while others are designed to be built by a consortium of water system system system systems. 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Some bridges are designed to be built by a single water system system system system system system system, while others are designed to be built by a consortium of water system system system system system system systems. Some bridges are designed to be built by a single waste system system system system system system system, while others are designed to be built by a consortium of waste system system system system system system systems. Some bridges are designed to be built by a single food system system system system system system system, while others are designed to be built by a consortium of food system system system system system system systems. Some bridges are designed to be built by a single housing system system system system system system system, while others are designed to be built by a consortium of housing system system system system system system systems. 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Some bridges are designed to be built by a single energy system system system system system system system system, while others are designed to be built by a consortium of energy system system system system system system system systems. Some bridges are designed to be built by a single water system system system system system system system system, while others are designed to be built by a consortium of water system system system system system system system systems. Some bridges are designed to be built by a single waste system system system system system system system system, while others are designed to be built by a consortium of waste system system system system system system system systems. Some bridges are designed to be built by a single food system system system system system system system system, while others are designed to be built by a consortium of food system system system system system system system systems. Some bridges are designed to be built by a single housing system system system system system system system system, while others are designed to be built by a consortium of housing system system system system system system system systems. Some bridges are designed to be built by a single clothing system system system system system system system system, while others are designed to be built by a consortium of clothing system system system system system system system systems. Some bridges are designed to be built by a single entertainment system system system system system system system system, while others are designed to be built by a consortium of entertainment system system system system system system system systems. Some bridges are designed to be built by a single sports system system system system system system system system, while others are designed to be built by a consortium of sports system system system system system system system systems. Some bridges are designed to be built by a single art system system system system system system system system, while others are designed to be built by a consortium of art system system system system system system system systems. Some bridges are designed to be built by a single science system system system system system system system system, while others are designed to be built by a consortium of science system system system system system system system systems. Some bridges are designed to be built by a single technology system system system system system system system system, while others are designed to be built by a consortium of technology system system system system system system system systems. Some bridges are designed to be built by a single engineering system system system system system system system system, while others are designed to be built by a consortium of engineering system system system system system system system systems. 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Some bridges are designed to be built by a single gender system system system system system system system system, while others are designed to be built by a consortium of gender system system system system system system system systems. Some bridges are designed to be built by a single sexual orientation system system system system system system system system, while others are designed to be built by a consortium of sexual orientation system system system system system system system systems. Some bridges are designed to be built by a single political party system system system system system system system system, while others are designed to be built by a consortium of political party system system system system system system system systems. Some bridges are designed to be built by a single economic system system system system system system system system system, while others are designed to be built by a consortium of economic system system system system system system system system systems. Some bridges are designed to be built by a single legal system system system system system system system system system, while others are designed to be built by a consortium of legal system system system system system system system system systems. Some bridges are designed to be built by a single educational system system system system system system system system system, while others are designed to be built by a consortium of educational system system system system system system system system systems. Some bridges are designed to be built by a single healthcare system system system system system system system system system, while others are designed to be built by a consortium of healthcare system system system system system system system system systems. Some bridges are designed to be built by a single transportation system system system system system system system system system, while others are designed to be built by a consortium of transportation system system system system system system system system systems. Some bridges are designed to be built by a single communication system system system system system system system system system, while others are designed to be built by a consortium of communication system system system system system system system system systems. Some bridges are designed to be built by a single energy system system system system system system system system system, while others are designed to be built by a consortium of energy system system system system system system system system systems. Some bridges are designed to be built by a single water system system system system system system system system system, while others are designed to be built by a consortium of water system system system system system system system system systems. Some bridges are designed to be built by a single waste system system system system system system system system system, while others are designed to be built by a consortium of waste system system system system system system system system systems. Some bridges are designed to be built by a single food system system system system system system system system system, while others are designed to be built by a consortium of food system system system system system system system system systems. Some bridges are designed to be built by a single housing system system system system system system system system system, while others are designed to be built by a consortium of housing system system system system system system system system systems. Some bridges are designed to be built by a single clothing system system system system system system system system system, while others are designed to be built by a consortium of clothing system system system system system system system system systems. Some bridges are designed to be built by a single entertainment system system system system system system system system system, while others are designed to be built by a consortium of entertainment system system system system system system system system systems. 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Scratchbuilding an On30 Connected Truck Log Car

Article and photographs by Jim Hayes

After spending 30 years modeling in On30, I made a few tribute cars to Kadee®, especially those of the West Side Lumber Company (WSL). There are quite a few On3 models available, but few in On30. The solution was simple: Fabricate/build an On30 version and use the models as contacts of qualifying #16 as NMRA Achievement Program certificate as a Master Builder Cars.

The first two cars in the project were a West Side Lumber Company caboose and 24-foot flat car. Those models had plenty of room to make a durable drawbar hook; the load weights also were needed to make them work well. The next cars were to be connected truck log cars. Although West Side Lumber Company preferred cast log cars, I prefer a fabricated car for weighting to achieve good tracking. In an effort to add to my scratchbuilding, I purchased a flat from Kadee Company because West Side Lumber Company didn't own a log car to begin a tribute, converting a Kadee On3 to On30. I quickly discovered that, as it was, it would not be accurate because the center sills were nearly 3½ scale feet wide, and the On30 wheel spacing needed to be 30 inches.

The Kadee car trucks also were molded with large wheel well openings in the bases to cover the wheels. So re-scratchbuilding the log cars was the only solution. Since I would more than fill the planned room, starting from scratch with a good substrate I could get the desired weight in the log cars.

The Design

Although I had made hundreds of resin castings, I had never used wood. These cars needed weight, so resin was out of the picture. Metal was the solution, so I decided the best approach would be to try casting the primary frame in metal. I had used Grandt Line pewter weight extensions, but never to cast parts, let alone a frame for a car. Grandt Line's cast wheels and I discovered that it was unlike silicone molds. The project might work brought forward design and make masters, make molds, cast molds, assemble and paint castings, and have fun.

The 18-foot WSL log cars I really looked into lengths when I measured my Details & Detail prototype frames. It looked very short. Split-length differences made the car 22 feet long, which looked right for my selected road horses. Using photographs of WSL log cars from books and magazines, I laid out the design. Wire (pin) components on the center frame, log bunks (sides), trucks, brake rigging, and stakes detail parts. The next step was to build the casting masters.

The Masters

The first step in making any model was to access the frame masters. The center frame was made by laminating four pieces of styrene sheet, grinding where welds, making the complex profiles, adding mounting pads and axle and hole castings, making molds and casting the parts.

First, I made the center sill casting two .060 square pieces of harvested .020 scale thick styrene. I then laid out the four Accurate Car Company trucks, modified for On30, on .020 sheet styrene, made the wheel wells and bolster cut-outs, outside sills. Using a square tool with a counterboring drill, I carved out the wheel wells in the inner sills. Then, using a wood brush, I distressed the wood. The center sill was made by laminating two pieces of wood, the step from 1 1/4 x 7/16 and the bolsters from 1 3/4 x 3/4. The sills were sandwiched between the two outside I and marked for centering the On3 Kadee couplers. The mounting pad was made by cutting the 1 3/4 x 1 1/4 pieces short and leaving the 1 3/4 x 7/16 full length. I then installed the axle/wheel/truck unit.

I glued the four pieces of wood together to form the center frame of the log car frame. In this step I marked where the brake cylinder would mount and glued mounting pads or plates, followed by two, axle and washer (NBW) castings to the side of the sills. A 1 3/4 x 1 3/4 piece of strip plastic was added between the ends of the car to represent the steel beam mounted on the top and end of the car.

I drilled all the holes for the brake hangers through the car. Then I added bolt detail to the NBW castings on the top side of the frame. A formed scrap piece of wood and spring were added to complete all the way for making the metals. Another sheet with another sprue the same length as the

mold half in place with a "C" clamp. Then made a silicone mold substitute with the wood keeping everything straight. Because the mold is also open at 180°, this allowed the Greenhead to flow freely and fill the mold before curing.

Into the Greenhead two coaxial bulbs and placed the bulbs in leveling wires until the Greenhead melted. Then it was a little longer while I removed the mold from the oven. With the Greenhead and the mold at about 200°F and the mold starting to be cool, I poured the Greenhead into the funnel end of the mold until it filled up to the top of the funnel. This is a very complicated.

The first time I put the Greenhead, I didn't fill it completely (and so I was relieving the mold material, the mold was frozen just fell apart). The curing process is very important.

After removing the "C" clamp and the wood supports, I slowly parted the mold away from the frame and removed the gate from the frame. I trimmed the gate from the mold with a knife and then sanded it smooth.

Above: Once the gasket is removed from the mold, the two halves of the gasket look like this. Notice the gate from the frame and the flash on the gasket. Before I put the gasket into the frame, I trimmed the gate and the flash on the gasket with a knife.

Making the Leg Bunks

Most makers make their leg bunks out of wood, but as the San Jose Car Co. is a leg bunk, because I wanted something that was reproducible in large numbers for my layout. So, using Plastruct channels and miscellaneous plastic, I created a simple leg bunk that would be fairly easy to cut in quantity. I made two leg bunks

from a thin piece of styrene with a plastic backing and NEW detail. I made two of these, one for each end.

Next, I made another mold from one of my cars and glued the two bunks to what I had made the right before using pieces and the latter having a plastic mold to make from pouring some room silicone rubber into the mold box and letting it cure.

After curing, I removed the mold from the mold box and poured casting resin in. Using the pre-mixed resin/hardener and a syringe with the right amount of resin, I poured the resin into the mold. After curing, I removed the casting from the mold.

Assembling the Car

First, I marked where the leg bunks would go and glued the bunks to the frame using Locktite super glue gel. Then, I glued the bolster bolster together and sandwiched with cable and sandpaper. I then lined the bolster casting to the frame, marked and filed a little more, and glued them into the frame and leg bunks as well. Lastly, I glued the bolster plate on.

I used the San Jose Car Company trucks but I modified them for NEW. To do this, I removed the wheels by pulling out the axles. Then, I chucked the axles into a power tool and with a file, I turned the axles down enough that they would pass over the wheels after the wheels were put back on. I checked them with the NEW gauge and put a drop of super glue on the joint of the wheel and the axle. I assembled the trucks according to the instructions and mounted the trucks to the car. Finally, I painted the completed car with a paint and finished with a coat of clear gloss.

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Brake shoes. The finished car, detailed and ready for painting. Notice screw-adjust arrows, chassis and brake gears.

to wear parts (brake lines, shoes/pads, tire valves, washers, so that was close enough. I used canopy glue to mount the completed).

I used a Grandt Line (#5) brake kit, which had everything to make a complete brake system in a couple the hours were needed for the various castings. I drilled the .74 holes for the brake hangers, which were marked with a simple tool (the holes #drilled) in the chassis and made the brake hangers out of 0.015 brass wire. I mounted the hangers with the Grandt gel (I also used it to glue the San Juan Car Company's brake cylinders, which has a modification made to some Accurail boxcars and Westside log cars. These cars had both the standard automatic brake and a straight air brake, with two separate air lines for this car. I mounted the brake cylinders and ran the piping for the air lines, using 0.015 brass wire for the hangers and plastic stretch glass. I used the air lines and the air tank valves from the Grandt Line brake kit (#5010 and #5011). Previous Accurail boxcars without valves on the tanks. These log cars only had the one cut valve on the B end of the car. I added the brake linkage and the fittings on the brake cylinders, finishing everything on the bottom of the car before working on the top.

Flipping the car over on its trucks, I added the straight air pipe (not to scale) on the car using the brass wire and added the NMP detail to them. I added the brake staff, ratchet and brake wheel and the chain that is used to position the brake rod

the highlights. Using brass wire, make hangers for the air lines and bend as each rod attaches. Use steel glue that secures to the top of the frame over the coupler pockets (see the last additions. Now is your ready for paint.

Painting and Weathering

I painted the car with Floquil Sierra Fe car primed brown, and followed with primed sprays and powered chalk. More pictures I have seen of the Wisconsin cars show the wood painted well but all the wood parts stained dark brown. To get a rusty and worn look, I dipped the plastic brush into colored sprays and rusted the places that I wanted to make rusty. While the rust/rust sprays was still wet, I added powdered brown chalk to the places and let them dry. I used a mixture of 70 percent rubbing alcohol and really black colored ink

over coloring on the wood grain to the car. After painting and weathering the car, I sprayed a light coat of dullcoat (lacquer) over the entire car to protect the paint and decals, while glue to attach it to the frame, bolsters, and top of the car.

Bill of Materials

Other wood strip wood, 3/16 square, 1/16 x 1/16 and 1/32 x 1/8

Scrap plastic strips

Brass strips and wire

Grandt Line #5 Walthers Trainline Link Strip

Grandt Line #5010 Air Model Man #5 #5011

Grandt Line #5 Straight Accurail Car NMP plastic cars

Grandt Line Westinghouse Type A Narrow Gauge Brake Set (which includes brake cylinders brake wheel set line valves)

Grandt Line 1/16 inch Hex Nuts, Bolts 3/64 inch Square Nuts, Grade Ribbed Washers

Previous Scale brass cut-bar shelves on the Accurail #42 Procedural

San Juan Car Co. Wisconsin trucks (modified to On/Off, and brake cylinder from Kit (Trucks can be purchased separately)

Kadee Couplers #802

Complete Kadee

Floquil mineral brown paint

Gallery artist's soft pencil ground up on sandpaper

Alcohol 70% and Mineral Spirits

Black commercial shoe polish ink

I am pleased with the way the car turned out, and it should work well as it runs. I hope this will inspire others to try a switching and we build something. Happy modeling!

Above: The finished car, painted, lettered, and with brake wheel, chain, and brake rod. Notice the brake wheel is mounted, the car upside down.

Athearn GATC Airslide Hopper

words and photographs by Dan Pierard

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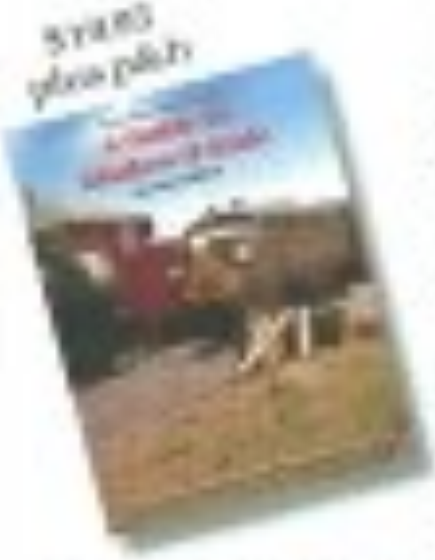

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Piper Valley Railroad

article by Jon Erickstrom, NMRA #xxxx and photographs by Ron Gilchrist #xxxx

The Piper Valley Railroad began very early in my life. I grew up on what is about a mile from the Ontario Speedway. My father was in World War II and his job was to keep a hospital train running with the wounded. When he came home from the war, he utilized the railroad to his benefit. We met the train in Bellevue many times, and he kept my interest going to realize he was using the train to travel to the locomotives.

My fascination ultimately led to HO scale. The name comes from a small creek, Piper Creek, which ran across our farm in southeastern Missouri. There were no railroads, but there was a pleasure fish, and a place to swim. I built a small model railroad in my bedroom that was about a railroad.

The railroad occupies a 24x32-foot room in my basement. There are 185 feet of mainline track with passing sidings in each of the cities. Turnouts, 69 of them, are Peco and are powered by Tortoise machines. There are two hidden storage areas totaling 25 feet of storage tracks. Mountain tunnels in the mountains are 4 feet long. There are 3 bridges, 2 of which are over the mainline. The longest bridge is a 100-foot through truss. There are 3 tunnels, 2 of which are over the mainline. The longest tunnel is a 100-foot through truss. There are 3 tunnels, 2 of which are over the mainline. The longest tunnel is a 100-foot through truss.

Above: The Eighteenth Centenary gets a commemorative.

Dr. makes with most of the scenes to 30 inches. Grades are 1.0 percent making for the running of medium size trains. Rail is Code 100 painted, also with isolated ties, resistors for track readout. Digitrax DCC powers the railroad.

The Piper Valley is a fully operational railroad in full colors with the setting in the Historical Grande. Most of the scenery, ground foam, and so forth, are from Woodland Scenics. To date, there are 150

Above: Change in engine 3254 to 1,000 hp to operate a string of 40-foot boxcars across the Piper River bridge. This is a scene available from K-Line.

trees on the railroad, with evergreens in the valley. Rocks and cliffs are plaster of Paris done in a variety of ways with paper shell scenery leading the way. Rock molds were used to most of the rocky scenery. The use of rolling tile, with plaster breakdown, the tile, makes a perfect use of the cliffs.

I have been asked many times, "What did you make your highways out of?" My highways are made from Woodland Scenics brand. The fonts you found to easily cut to make curves to the roadway and takes water-based paints very well. I painted the roadway a mixture to achieve black asphalt lines painted on to simulate the stripe on the highways. I used Woodland Scenics paints to do this task. After many weathering, you have a highway. The gravel roads are made from Plaster of Paris painted a gravel color, then sprinkled with Arizona Rocks to create ballast. New York Central is ballast limestone.

The construction of the railroad is the basic 4 girder with sandwich structure with ¼ inch plywood installed on top. There are only a couple of areas where legs are used. The backdrop was painted to have the landscape was built. Full-scale drawings were made to help in painting the backdrop as described.

I have about two more days worth of work to complete the railroad. I've been very pleased with the Digitrax system with loaded sound on each engine. It's been a joy to run the trains, and the fact that I can control the lights on and on the buildings as well as the sound modules. Each is a little world which makes it easier to add lights or more sound modules.

The cities on the Piper Valley are names of real towns: Bolivar, Kansas City, Nevada, Springfield, Tightwad, Clayton, and Green Springs, with the hidden staging areas being Springfield and Kansas City — all in Missouri. Although I have not modified the cities just until their names, to give the feeling of a more realistic railroad. The depot in Bolivar and Clayton are combination freight and passenger depots. However, and are both from previously used as plans of the original depots.

The railroad was operating without having even long lines. There are two operating yards, at Tightwad and Hannibal, but all switching was done by switching on the mainline. Piper Valley, as well as Mark Twain, and Burlington Route, are the main ones with the trains. Throughout are signal on the hidden staging yards at Springfield and Kansas City for operating sessions.

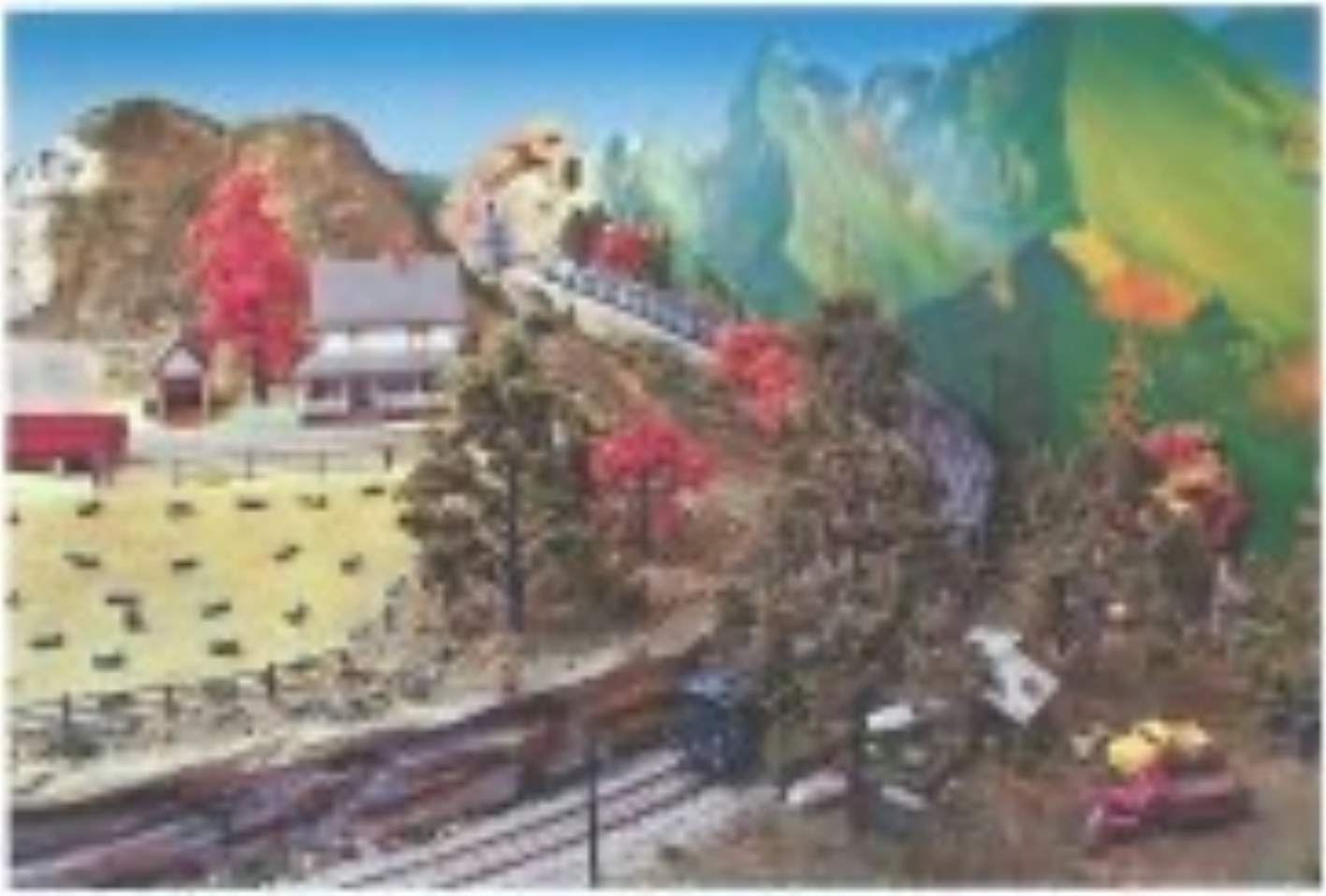
Right: Still a beautiful fall color on Main Via Hill on the Piper Valley. A cow is observing the train passing by in front of the Hannibal Depot. On a side of the hill you can see Tightwad.

In terms of skills learned, I've learned about electrical, soldering, basic craftsman, architectural trim, detailing, and plastic kits made up the buildings in the railroad. Most are heavily weathered, repainted, and many have detailed interiors.

This is the fifth railroad I have built and detailed. Most challenging as complete, correct and satisfaction to each of the layouts I have built. I also enjoy the many friendships

Above: Some of a view for 'Oh' against a barn where a farmer is getting ready to start his hay baling. Also.

I have made with fellow modelers in the model railroad community. If I can do to help my modeling would and be glad to do today. So, I say thank you to all!



PIPER VALLEY

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Engine House
Jerico Springs
Long, Long & Long Pipe
Below
UP
HIDDEN STAGING

Interlocking Tower Sterling Station, New York

by Harold W. Rascoll, MMR; photos by the author unless otherwise noted

History

This interlocking tower once stood at the intersection of Lehigh Valley Railroad's Auburn Branch and New York Central's Depot Line. The junction, called Sterling Avenue (previously Sterling Junction), was 1.7 miles southeast of Fair Haven, New York. Lehigh's line (originally Southern Central Railroad) was primarily a coal-hauling railroad. Conrail's line was once Lake Ontario Shore subsequently purchased by Rome, Watertown & Ogdensburgh, and then purchased by New York Central. Local lore called it the Hojack Line. Records on the Internet yielded a map of the junction — reference here. Besides the interlocking tower, the junction had a depot, hotel, 3 stores and a storehouse. Conveniently, as to the exact location of each. Photos of the stores and depot can be found at http://myweb.cny.rr.com/sterling/jct.html. One source says that the tower was built about 1900 and maintained by Lehigh Valley. Today, the abandoned railroad beds are still evident, the Lehigh is now a walking trail. There is no trace of the buildings.

above: The tower is in fair condition and is owned by the Sterling Town Historian. It is not currently secured and is open to the public to explore.

Below: Tiltboard is the operator's graphic track diagram. Each switch and signal is represented by a switch or signal.

Interesting Towers

Any complex long tower is a commonly found of interesting tall lines of protection. They were called a "tower" because they were generally the tallest and most lavishly given the operator authority.

The first tower of something lower than water and the control and signals by a structural walls. The interlocking machine was a complex system of movable levers and structural levers as assembly the operator when pulling the levers. As levers operate or interlocks between other have prevented the operator from losing conflicting routes. Each interlocking machine was custom-designed for the specific location. The tower building was elevated mounted above the windows. The beautiful colored lights also indicated switch and signal movements as well as the presence of trains.

Viewing the large levers could be difficult especially in winter when ice and falling on the building. These signs of plows were called 'interesting' places for good reasons. Building was directly connected to semaphore signals wherever and mounted either were used to light the ranges signals. At the tower tower operator relayed. "In the winter, the plow lines and cross would have to dig in there was times when the operator would climb out a ladder to place a piece of paper on the top of the lens to prevent ice from forming to break the lens loose. It would either work or burn the metal down!"

The tower operator had to consider skilled people. They were skilled in diagnosis because they was the primary method of communicating with the dispatcher. The operator was told when to expect a train and would be sure expect the train passing. When a train approached the junction, a bell would ring. "On the bell" was the exact terminology the tower operator would use

Above: A large double door gives the rear gable the impression of a barn. Doors opened can be readily secured to the adjacent wall by a hook and eye. Below: A large double door gives the rear gable the impression of a barn. Doors opened can be readily secured to the adjacent wall by a hook and eye.

when operating hands were encountering. Our operator would acknowledge the "bell" and send the trains passing on his double log down.

Operators sometimes were required to "hump up" trains to passing tracks, and it was the duty to inspect the train and give an okay by a friendly wave to the caboose. Here also could be observed how to set indicator lamps.

Our every operator's position was usually located in the front section of the building to the operator side. The operator would have a desk and have such tools as the receipt of inspection forms. A telegraph key and sounder were on the desk along with a telephone. The interlocking levers would be found at the center of the short space. A track plan diagram with lights showing the positions of signals, switches, and track occupancy was located on a ceiling level.

Some early interlocking towers did not have inside toilets and baths. The operator the operator to leave his station and visit an outhouse. A discharged operator is to a federal Lance inside plumbing was supplied — fundamentally to the extent desperately operators the operator's positions.

Eventually the totally operator's towers with signals replaced the new functionally operated ones and were have electrical logic controls and the place of the interlocking machines. Further production has seen the replacement of local interlocking towers with the remotely operated controls — sometimes hundreds of miles away.

For do-it-of modeling, I suggest you select one type of interlocking tower. Signalling, controls.

Next, draw the interior to scale. Lay out the location of the building before it makes a start to be parallel with the tracks. This is a safety factor with the interlocking machine. The idea is not to create the person downstairs, the user's station the window. Access to the lower floor of the building must be provided by a set of large double doors.

Modeling the Building

This interlocking tower would serve as a point of interest to model railroad. The model can easily be built using commercially available display siding and roofing. I suggest basswood, especially if the structure will be weathered. Depending on the scale, the windows and doors may be selected from commercially available kits. HO, the upper windows can be approximated with Tichy No. 8018 or Grandt Line Nos. 5080 or 5088, the upper doors, Tichy No. 8021, the lower window by modifying Tichy Nos. 8030 or 8034.

Remember, make allowances for interior the possibility of wrapping. The tower at the structure is painted light gray with dark gray trim.

The working area replaces changes with rules capping the angles. Note, the foundation is stone — typical of the era.

The old photos show the outbuilding as it was the building was painted with a striped wooden cover, a wood working out between the tower and the track unit up to the stairway.

The interior of the operator's working area would be found with an accumulation of tools, abandoned equipment, store and supplies, and records. A bin located near to the lower door would contain a supply of coal for heating. A bench would be found along the three. On warm days when natural light the operator would also have windy breezing blocks built on to adequate. By a wood wagon box, the operator's car would be found parked nearby.

Reference: 1. *The Atmosphere*, May 2001. The correspondence of the New Jersey Railway Historical Museum.

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NMRA-Howell Day Museum Project

California State Railroad Museum Gallery Exhibit Update

On Thursday of convention week in Sacramento we held a "celebration" event to the history of the Museum project. We "Cut the Cupola" commemorating the kick-off of our major fundraising campaign for the "Elite Wings of Scale Model Railroading" exhibit that will be located within the California State Railroad Museum in Sacramento. After ten long years of preparation and negotiations with CSRM, the project finally passed the fund raising step several weeks ago! There is a small photo overview and our previous issue will do justice to advance the efforts we have to reach the next generation of model railroaders.

Much has been said over the years regarding this project, and Bob Howell highlighted some of the gallery exhibits in a brief view of the NMRA Museum. The Museum will good to build the gallery exhibits in Sacramento. Recently, after a planned meeting to coordinate and network opportunities as well as to the model railroading community, [illegible] happen all at once. The meetings will be able to continue segments of the museum displays the next few to six months with a goal of opening the gallery exhibit sometime in 2011. It's not unplugged, but it's the light at the end of the tunnel.

The event in Sacramento was well attended by many supporters and friends and a number of CSRM staff members. In addition Bob reminded the crowd that by the end of the event, and completion, we raised $15,000 from a number of very generous donors and for that, we are very thankful. We've had many dedicated fellow supporters over the years to help us reach this point and we look forward to their support as we move forward.

With the positive support from all of you and through the partnership and cooperation of the CSRM, our mission will reach completion before we know it. Thanks for your continued support and participation to help make this happen in short order.

NMRA Magazine

RAILROAD MUSEUM

Division Business Car

the NMRA @home

Register Jr. Division Notes by: Jim Brown, MMR
dirdivisionnotes@arrowcorp.com

What a time it was! The week of July 3rd, the week of Extra 2011 West, this year's NMRA National Convention in Sacramento, California. While it happened three months ago, this is the first chance I've had to sit down and write a column, so that's why I'm talking about it now.

To me, a national convention is really a division event, organized on a massive scale. Lots more clinics, lots more tours, and lots more friends getting together for a week of model railroading fun. IGWI What was no exception, especially with the "@home" part, as attendance topped the 2,000 mark for the first time in several years. Among the friends I saw were many of you who read this column. While I never write to you for the purpose of bragging, I do want you to know about what you missed!

If you've never attended a National Convention, you may be wondering what it's like. Typically, I don't really tell you. That's because until we actually sit down, look at the pictures, and see what people experienced, it's all in the past tense. All I can do is tell you about what I thought. Hopefully, it will give you some idea of what it might have been like for you.

Sunday was divided up and reserved for registration and Division Directors' meetings. Following the meetings, I had to prepare for a very early wake-up call the next morning. That's because I had signed up for the "Classic Cars" tour to the Western Pacific Railroad Museum. This was an all-day tour, due to the distance to the museum up in northern California. Using vehicles from the Sacramento Valley Region Classic Car Club, the tour was limited to 40 participants. Since I had signed up early, I was assigned to a 1957 Chevy Bel Air convertible. Now, I'm not a car guy, but I do appreciate a nice car, and this was a beauty. Two-tone paint, white interior, and a big V-8 engine. Sweet!

The tour was scheduled to depart at 8:00 AM, but I was up and ready to go by 6:30. I had to be sure I was ready for the tour, right? Well, I was ready, but the tour wasn't. Due to a mix-up with the hotel, the cars weren't ready to go until 8:30. Oh well, I had plenty of time to kill. Fortunately, I had brought along a book to read, so I was set.

The tour finally got underway at 8:30, and we were off to the museum. The weather was perfect for a convertible ride, and the scenery was spectacular. Unfortunately, I was unable to enjoy it, as I was engrossed in my book. I'm sure I missed some great photo opportunities, but I'll have to live with that.

We arrived at the museum around 10:00 AM, and I was ready to go. I had been looking forward to this tour for a long time, and I was excited to see what the museum had to offer. I was not disappointed. The museum was filled with a wide variety of railroad equipment, from steam locomotives to diesel locomotives to passenger cars to freight cars. I spent the next few hours wandering around, taking pictures, and enjoying the sights.

One of the highlights of the museum was the opportunity to ride on a steam locomotive. I had never ridden on a steam locomotive before, so I was very excited. The ride was short, but it was a lot of fun. I felt like I was back in the days when steam locomotives were the primary mode of transportation.

After the ride, I had lunch at the museum's cafeteria. The food was good, and I enjoyed the opportunity to relax and chat with some of the other tour participants. We discussed our favorite railroads, our favorite locomotives, and our favorite memories of railroading.

After lunch, I had a few more hours to explore the museum before we had to leave. I spent this time visiting the gift shop and looking at the various displays. I also had the opportunity to talk to some of the museum's volunteers, who were very knowledgeable and friendly. They told me about the history of the museum and the various projects they were working on.

The tour back to the hotel was uneventful, and I arrived in the early afternoon. I had a few hours to relax before the evening's events. I spent some time reading my book and watching TV. I also had the opportunity to call my family and let them know that I had arrived safely.

That evening, I had dinner with a group of friends at a local restaurant. We had a great meal and enjoyed each other's company. We discussed the day's events and made plans for the next day. I was looking forward to the rest of the convention, and I was excited to see what the next few days had in store for me.

Overall, the tour was a great experience. I enjoyed the opportunity to see the museum's collection of railroad equipment, and I appreciated the chance to ride on a steam locomotive. I also enjoyed the company of my fellow tour participants. I would recommend this tour to anyone who is interested in railroading and is looking for a fun and informative way to spend a day.

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[illegible]

for example, about getting their model railroads extended to the dimensions. We've been talking about all you who have been watching each contest to share your ideas, procedures, favorite places, and PowerPoint presentations with us. The idea is to gather them together in one spot and make them available to every region, division, or even NMRA club that would like to reach out to you. Our staff has been busy coming up with a system that would work best for you.

I'm happy to report that the Intermountain Area contest chairs of this coming February in Sacramento have shared their "Model Railroading 101" course materials with us that we can use. We're looking for information on model railroad contests that can be held at malls or just a single afternoon. And believe it or not, whether you're teaching a class that you normally hold meetings in a bookstore or a hobby shop, or if it's one of your grade school, high school, or college programs. If you're thinking, "Hey, I'd love to do that!" or even thinking, "Maybe I'll try that," please don't hesitate to let us know!

Are You Celebrating?

...National Model Railroad Month that is. It's another great way to build awareness about hobby among the general public, and this year we're going all out to draw in new people. Even though our special events is just a few weeks away, there's still a lot you can do, right on down to the local level. Contact your local NMRA Commissioner, Division Gary Lucas provided some great NMRA activity ideas for you to be on the lookout for in the August edition of the NMRA Magazine. Once you pick your activity, you'll find a whole package of information about how to participate in the NMRA Member Only website.

Once you've logged on, click on the "Promotional Materials" section, and then you'll always need one find the "National Model Railroad Month Materials" heading. There you'll find special NMRA graphics, samples of ads and posters, plus a special guide that teaches you how to write press releases and work with your local print and broadcast media to encourage the exercise about what you're doing. Don't miss a particularly cool way to create a personalized video by pointing an Email about "What I had the honor of serving as chair for this project, the real credit goes to Leslie Kaiser, Gary Lucas, and John Grubb for creating the materials.

Picking It Up, Putting It Away...

If you've been in the hobby for any length of time, you know that ballast and other dusty things that end up between the rails. Things like loose grass, dry sand, rock, plant fragments, bugs, Pullman dust, scenery, wax, glue, other unwanted normal stuff. All of it can be very bad things to locomotive motor bearings when they're allowed to run "unpure." You know the one that goes, "Uh-oh, there goes my motor..." along with new worn bearings during the problem is straightforward.

Now, that's down one, how do we get rid of it? The local jeweler's dry tool? Canned air? Forget it. Just simply crack open a can of Coca-Cola and pour it over the bearings of a problem locomotive and then run it for a few minutes to loosen up the dirt. By the way, to that same end, George Dimmick shows you how to build a handy locomotive transportation and storage box. This article is complete with photos, drawings and dimensions.

To read both, the up-to-date complete instructions on NMRA's membership only website at www.nmra.org (member). After logging on, click on the "Publications" link. You'll find the article in the "Articles" column at the top of the page.

...and Spreading It Around

One of my favorite gardening jobs is spreading mulch. Shoveling onto a wheelbarrow and then off it repeatedly across my front yard. Tom Dimmick, on the other hand, has discovered that models can be helpful in his hobby efforts. Tom is the editor of the Sierra Shuttle, the newsletter of the Sierra Division of the Rocky Mountain Region. He discovered that model railroad hauls, common following repairs for model models while the glazier dries, have spread the wealth in a pan, paper the planes from your models, and made shavings over the models. "Dimmick's new short cut on what I really like, even can download from Open the Members Only website. Just follow the instructions in the news sheet.

Ladies, Watch Your Purses!

Now's become your personal model railroad as a hobby a basket cultivate? Now's exactly what happened to the Five Valley Division of the Mahoney Region. In recent edition of their newsletter, the Snapshots, included photos of the winning entries from a division model contest. Taking first prize was a realistic fast fallen of course that began life as a miniature wooden purse. Jim removed the hardware, painted the side with waterproof and the surroundings with dough material. He then added a foundation, which he covered with a roof-resin material. The results are interesting, you've just got to see. And you can by going to the Members Only website where you can see both a "before," shot of the purse in all its "after" shown the finished type. However, I didn't see any evidence of a purse. Now where did they put it?

Time for the Trouble Maker?

One [illegible] recently received in the Cumbres Chatterers' Herald, published

Old Town

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just surprisingly by the Coastline Division Director of the Mid-Eastern Region. It's a movie most editors have to endure published the above with the Piedmont Crossing, the MER's regional convention happening this month from the 15th to the 20th in Cary, North Carolina. The title of one of the choices caught my eye. It's called, "Why I wanted to see...or, about you, Gary Kravetz" and is author personality Robert Clegg.

The choice description merely states that it's about why someone would tear down a perfectly good layout and start all over on a new one. Intriguing by the title, I'm guessing the inspiration for this decision didn't come from the 1960s Corvair. Tony Koester, who did exactly that when he tore down his world famous Allegheny Midland to build his version of the Nickel Plate. Not Tony didn't stop there. He even drove it to Model Railroader then resigning to open up modeling business a one of the publications, with him as the Captain. Then, months like, they began taking up shuffleboard and members, savagely destroying all they had created only to build more with command of their subordinates because the all powerful Corner Kravetz.

Chief Robert Clegg felt today Tony's ex-layout figure showed me what given the circumstances and played Robert's Tone, will you have an open look on what you feel. To do that, see the email address mentioned during which column. But be careful. You never could tell under Tony's spell!

Well, that's all for this month. And as usual, Happy Railroading! ■

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Own a piece of railroad history with the NMRA 75th Anniversary Commemorative painting.

In this specially commissioned painting, "Inaugural Journey of the Speedliner," renowned railroad artist Larry Fisher has captured a monumental moment in rail travel as a commemorative train...1968, the traveling train at the Kalkin. Now you can own a signed, numbered print of this magnificent painting for just $89.95* plus shipping and handling. Each print measures approximately 30" x 40", has the 75th Anniversary and Commemorative logos in the right margin, and is shrink-wrapped on foam core.

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Light (and heavy) reading from the Kalmbach Memorial Library.

Research & Test Car

Compiled and Edited by Brian K. J. Hicks, NMRA
Manager, Standards & Conformance Department

The mission of the Conformance and Interchange Group of the NMRA Standards & Conformance Department is to help modelers achieve the satisfaction found in operating model railroad equipment. We strive to communicate the details of the standards and to assist the modeler with how to interpret and apply the standards. Together we work together.

Kato Southern Pacific GS-4 4-8-8-4

by Gary Hoover

This product did receive a Conformance Warrant

For those of you who remember the mid-1970s, the term Streamliner immediately stands out as a modern image. If you were a railfan back then and were lucky enough to catch the Amtrak Broadway Limited rolling through your hometown, that's probably a memory you'll cherish forever.

Streamliners

Table 1. Performance and Inspection Summary

STANDARD (separate numbering)	Class GS-4 4-6-2 type
5.0 Couplers	Pass
5.1 Wheels	Pass
5.2 Clearances	Pass
5.3 Electrical	Pass
RECOMMENDED PRACTICES (not separately numbered)	
RP-5.1.1 Max. rail/axle load, 5 axle total	69k/13
RP-5.2 Wheel cyclical	1.90

Note:
1. Locomotive was within recommended clearance for curve studied.

decoder in the model would make adding a functional sound/light system job. If you are installing a DCC decoder in a GS-4, be aware that the first choice of the GS-4 had an issue with the 4-function wiring for Rivets. This was a problem with DC operation without ever even producing what a DCC decoder is installed. Rivets has developed a circuit board that can be installed between the locomotive frame and the shell to eliminate the problem. All the later releases of the GS-4s have this circuit board installed at the factory. Rivets has a software that provides good photos for identifying whether your locomotive has the Rivets installed or not along with exact directions and installation instructions. Refer to http://www.rivetsmfg.com/PS/GS-4/rivets/GS-4upgrade.html for more information. Installed in their GS-4, the Broad Daylight Model Railroad Publishing

a very good step by step article that includes downloadable drawings/pictures. Check out http://www.steamdaylight.com/articles/articles.htm#gs4 publish all the details.

On the test track, the GS-4 delivered very smooth operation in both directions. There was no hesitation at any speed setting. Even speed operation was excellent. The third driver set contains traction tires. This allowed the locomotive to pull a reasonable 13 cars on straight and level track. In fact, Kato claims the GS-4 will pull 18 cars unassisted. That makes them matching GP-Morning Daylight consist an even heavier. Recommended scale limits GS-4 at 11 inches for 18-inch curves and 11.5" radius for viaduct and "S" curves.

The MSRP for the GS-4 in the Daylight scheme is $226. The President Train Scheme MSRP is $230. All the locomotives were tested during the conference sheets and thus allowed NMRA Conformance Warrant 2012-0007 to be issued. This Warrant is applicable to all paint schemes.

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DEPARTMENT & PROGRAM MANAGERS

[redacted]

REGION PRESIDENTS

[redacted]

BOD ANNUAL MEETING REPORT

... in Portland, Oregon, for the 2015 convention

Report by Tony Greene with Dave Bonnett

The 2015 and future National Conventions

At its annual (summer) meeting in Sacramento, California, on June 30–July 1, 2014, the Board of Directors considered two proposals for the 2015 National Convention. Doug Ashley, the recently retired National Club Director and new 2014 Convention Chairman, presented the recommendation to Portland, Oregon. The convention dates are in late July through early August.

The Board continues to review additional ways to control the escalating expenses for the attendees of NMRA conventions, especially among non-members. At the Sacramento BOD meeting, Secretary R. Lindenmeyer, Department Head Debbie Purcell and myself, Mary Kay presented a new concept for a multi-day "train convention" in which many interesting activities and programs were featured, a "prize session" on the 30 by 30 floor plan, Many discussions were held and the BOD was favorably impressed, but this idea proved highly popular among a number of committees and members who learned of the proposal. A number offered to make donations on the spot!

The proposed recommended layout was an entire center aisle capacity on a separate running circuit between Cincinnati, British Columbia, and San Diego, mostly likely in late September. NMRA does not normally entertain requests from individuals or groups to change the location of a convention, but this one was so unique and so different that the BOD felt it should have its own independent review. If there is sufficient interest and the event is organized, then convention funds would be made available to help with the expenses. Any profits from the convention would go to the NMRA Convention Fund.

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[illegible] closed a conference because of the lower [illegible] and convention associates over the Fourth of July weekend. It also accommodated [illegible] meeting sessions [illegible] allowed. But July 2001 a popular time for many NAREB members because [illegible] [illegible] as well as [illegible] [illegible].

Convention suggestions for these and other conventions [illegible] may be directed to the Convention Committee [illegible] Parish, Director [illegible] at 123-5001, Department [illegible].

Attendance tops 2,000!

The opening [illegible] Diamond Convention attendance that began in [illegible]. Wisconsin continued the convention registration at the Convention Convention in Sacramento topped the 2,000 mark. The Board congratulated [illegible] and its convention committee for [illegible].

We now look forward to making the trip to centrally located Grand Rapids, Michigan, for the 2002 convention. Check [illegible] for registration and program information.

Diamond Club fund drive

The Diamond Club [illegible] to help underwrite the cost of sponsoring the 100,000-plus-image [illegible] NARA archives in Cyberspace. Sponsors [illegible] the initial goal of $75,000 with $100,000 desired and 10,000 images scanned and online as of May 2001. The estimate for scanning our entire image collection is $300,000 to $400,000. So [illegible] donations to the scanning work, additional and ongoing donations are needed to continue this enormous project, which [illegible] as archives online may 24/7 access by members and other researchers around the globe.

The initial archive [illegible] now available for viewing and purchase at [illegible].archive.org or via a direct link from [illegible].org.

Regular communications with all members

The Board continues to explore ways to allow regular and timely communications with all members, including the approximately 4,000 members who do not subscribe to the NAREA Advisory. The seemingly obvious solutions — an email regular newsletters or [illegible] — are only [illegible] solution, as a substantial portion of [illegible] still prefer their information [illegible] mail. While it is clear that the Internet and World Wide Web will play an increasingly important role in NARA communications and the delivery of value to all members, the Board appreciates the [illegible] that we do not have Web access.

The Florida annual convention [illegible] to investigate [illegible] [illegible] [illegible]

Bob at the G. Brett Mountain Lakes NMRA #49

Like a great many of the membership and also NMRA, I was introduced to model railroading at an early age, receiving my first train set at age five. Christmas in December 1948 when I was "promoted" to Cub Scouts, a wonderful time was had by all. I really understood what was happening when I was seven years old and my father, a railroad engineer, would take me to work with him. I became fascinated with the daily operations of the railroad, a passion still intact. A rite-of-passage birthday present was a Lionel 027 gauge train set. As I matured, a second train set was added, and then a third. Soon, I became interested in the finer aspects of the railroad, and my father, a railroad draftsman, was eventually enlisted to help build a new train garage. In the late 1950s and early 1960s, we were "Railroads" wonderful. With my dad and I have layouts only the track, but Daddy was also the engineer as well. The awesome relationship built as well as the experience of selling model railroads to the railroad was fostered as a result. Then, I reached the teenage years with a subsequent interest in girls, cars, and music as I pursued high school. After high school graduation, I left home to attend college, where I remained that first Thanksgiving, my garage, layout was dismantled and all the buildings and rolling stock were packed away. My dad said, "Business college and homework is right and you're not coming home!"

That statement at the university ended railroading for me, which lasted through service duty with the Army, graduate school, marriage, and two educational adventures in the college faculty ranks. As a university professor of American history, my professional interest and my modeling interests have dovetailed nicely. Finally, with the purchase of our first house, management decided that our garage area for my train layout, an around the perimeter shelf layout, linking the central control area with four peninsulas and three reversing loops to the north and one representing trains to the southeast (the smallest one).

As I had grown up in model railroading as it was only natural that when my wife married me she had model railroading in her blood. Add to that, in the hobby I am happy to report he is a very active model railroader and NMRA member as well. When his son graduates he received a train set for his birthday. Today, my nephew, Thomas, is also actively involved in model railroading, both in HO and G scale, and a NMRA member also.

All the above is background to relate the process of how I made the decision to pursue my modeling life to achieve this singular honor as a NMRA Master Model Railroader. My story is also a testament of Division 1 (Trinity River Division) of the Lone Star Region in which they talked about the Golden Spike award, to encourage us to pursue Don Browning (Donald's new NMRA #9999 membership to receive the Golden Spike membership). Don quickly agreed to serve me as a sponsor. This motivation he realized that I had done homework time to become the Dallas area "To Train" coach, he shows that dimension, and I received my Gold Spike award in November 2007. It was while visiting Don and encouraged me to pursue the celebration ceremony for the MMR meeting that I had given (previously already done several times) and the third board upon the state of the railroad industry. (Don would pursue that long drive along with Duane Richardson, NMRA #399, to judge the board a bit, and correctly.)

With Don's encouragement, as well as the continuing support from my number, Melissa, my dear wife, Cheryl, my other mentor, mother-in-law, Thomas I launched myself into the project and began to earn the necessary accolades for the MMR. I would be remiss if I didn't specifically acknowledge each of these for encouraging me to "stay the course" as there were times (happy to experience a failure I could indeed accomplish his engagement in the hobby. I also wish to thank several other LSR members who participated in judging various parts of my AP process.

In addition to the Golden Spike, Bob has received the following AP Certificates: Master Railroad Engineer—Electrical, Master Railroad Engineer—Civil, Master Builder—Scenery, Master Builder—Civil, Civil Structures, Master Railroad Builder, and Operations Volunteer.

Club Car

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Pennsylvania Mill Worker—Cherry Creek Steel Mill in Cherry Creek, Penn. is hiring for the following positions: Rolling mill operator, $24.50/hr; Crane operator, $22.00/hr; Shipping clerk, $18.00/hr. Apply in person at 1 Steel Rd. Cherry Creek, PA 16540. Bring your resume and work history.

Pennsylvania Mill—Cherry Creek Steel Mill in Cherry Creek, Penn. is hiring for the following positions: Rolling mill operator, $24.50/hr; Crane operator, $22.00/hr; Shipping clerk, $18.00/hr. Apply in person at 1 Steel Rd. Cherry Creek, PA 16540. Bring your resume and work history.

Juvenile Corrections, Juvenile Records—Court Council Juvenile Court and Family Court Division, Inc. Civil Commitment Court, 1 to 24/7 (1 King Street, Inc. 10-3, Inc. 10-4, Juvenile Justice Court (JJC) coordinates the Operating Summary (1 of 3) with other groups, Courts, and agencies to ensure compliance with court orders. Juvenile Court Division for Children 4-12 (10–12th) coordinates with 300 Juvenile Court Civil (JCC) Juvenile Delinquency.

Driver, Wait Weekly—Full Appeal St. Wash Over Wash Pen. 1-1-1. Admin. Lower Middle Building. Will begin interviews with no supplement Lower Room 10-7 Inc. 10 Civil Court Room 10-7 Inc. 10 Civil Court Room 10-7 Inc. 10 Civil Court

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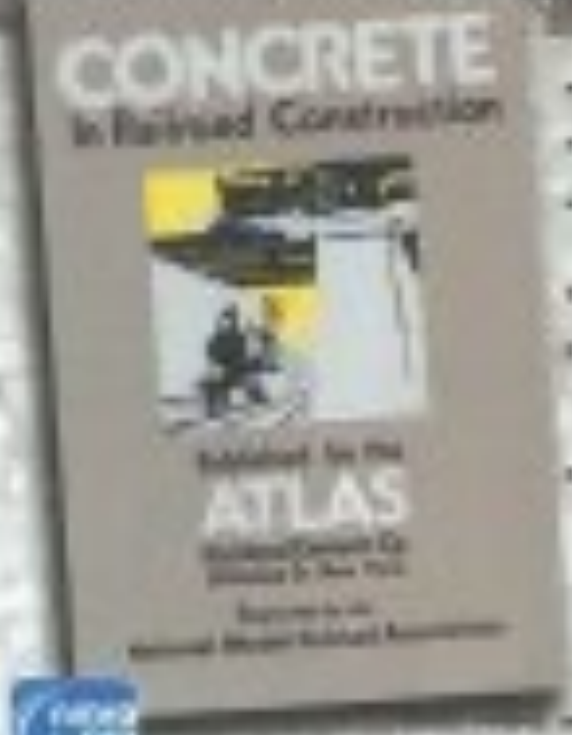

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By Stacy Lambert, Library Director

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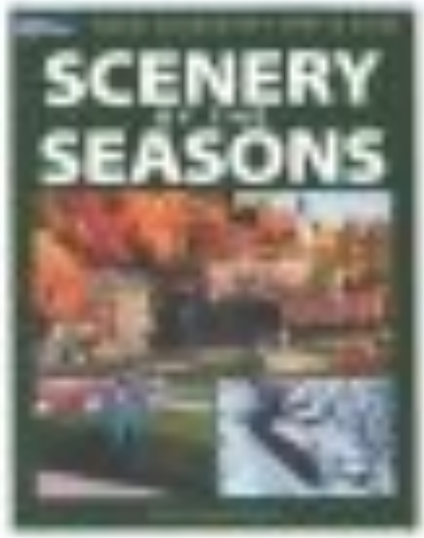

Featured Book

Scenery in the Seasons

Edited by Randy Rahlwes. Published by Kalmbach Publishing Company, 21027 Crossroads Circle, P.O. Box 1612, Waukesha, WI 53187-1612. To order, please visit www.KalmbachStore.com, call 1-800-558-6644, or check with your local hobby dealer. Soft cover, 96 pages, 200 color illustrations. $21.95 plus shipping.

An ongoing challenge for model railroaders is creating a layout that looks realistic. Now, experienced practitioners help model railroaders add realism to their layouts. Designed for all model railroaders, Scenery in the Seasons provides a fresh look at scenery. It is especially valuable if you are beginning to plan your layout or if you are looking to refresh your layout's scenery with a change of seasons. Written by a knowledgeable group of Model Railroader editors and contributors, this volume includes a variety of season-specific projects that incorporate the latest scenery construction techniques. It covers backdrops, crop fields, water, and other scene elements.

Book

"Jim Morrow Photos, Toronto, Ontario's Union Station" by Anthony Clegg. Published by Railfan DC Books, Box 668, St. Laurent Station, Montreal, QC, H4L 4Y9 Canada. To order, please visit www.railfandc.ca, or write to the address above. Soft cover, 100 pages, numerous illustrations, $29.95 plus shipping.

During the pre-World War I railway building boom, Canadian National Railways set out to provide travelers with competitors to the Canadian Pacific and Grand Trunk railways. Your done competitive had already established routes from Montreal down the east coast, through Canada's Maritime provinces and across from the north-east through a cross-state tunnel through Mount Royal to build be acquired. The Mount Royal Tunnel also the building of a modern National Stage Central Station complex, and the site for downtown Montreal's massive development. Place Ville Marie, Queen Elizabeth Hotel, Place Bonaventure, CN headquarters, and other high-building just like a railway crisis, running the via to service hundreds of thousands of commuters every day. "Jim Morrow" [illegible] and other railroad photographers. Montreal contributors.

Calendars

Nostalgia de Ferrocarriles Mexicanos Antiguos 2012 Calendario

Publications/Sales Norfolk & Western Historical Society, P.O. Box 11998, Roanoke, VA 24038. To order, write to the address above, call 540-342-6975, fax 540-342-7496, or visit www.nwhs.org. Cost is $16.95 and $19.95 U.S., respectively, plus $5.95 for shipping up to three calendars. Virginia residents add 4% sales tax.

The Norfolk & Western Historical Society is offering two different calendars for the year 2012. The "classic" version features black and white images of N&W and Virginian Railway subjects photographed between 1934 and 1960; color provides rendering but color images of N&W equipment. They also highlight many dates of importance to N&W aficionados.

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History in a Click

Described by author Oakes as "a history of passenger car construction," the Chicago, Burlington & Quincy series of streamlined cars, known as the Zephyrs, were the first diesel-powered trains to operate in California. The specific car shown here, Silver Aberdeen, was one of three such cars delivered to CB&Q by the Budd Company in December 1940 and January 1941. Each of the three cars in this series had two crewmembers and nothing else on one end to finish off a streamlined train. As for the interior, there included one dressing room, three double bedrooms, a buffet, 24 chair seats, and a 14-seat observation lounge area. Silver Aberdeen eventually retired in 1971. Its three sisters have ended up at a static display outside the Arizona Railway Museum in Phoenix, Arizona, where it currently resides. The Maricopa Historical Society recently opened the car for public tours, the first vehicle-based place to have been enjoyed by more than 200 citizens. — John Roberts Calhoun

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